



# **Fifth Ward Urban Redevelopment Plan**

**April 2005**

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Antoinette Jackson	Harris County
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# Project Overview



# Fifth Ward Urban Redevelopment Plan

## Purpose

The Urban Redevelopment Plan (Plan) addresses neighborhood revitalization by returning abandoned tax delinquent properties (See Map 1.1) to productive use while providing an increase in affordable housing opportunities. The Plan also addresses abating health and safety nuisances, returning abandoned property to tax revenue producing land, enhancing the quality of life, eliminating blight, spurring economic growth and redevelopment, and ensuring community stability.

The Urban Redevelopment Plan will be utilized by the Land Assemblage Redevelopment Authority (LARA) to guide decision-making when responding to development proposals for the purchase and redevelopment of property acquired through foreclosure. This document outlines recommendations collected from the community via public community workshops to guide the selection of proposals. The recommendations provide a framework for redevelopment and are flexible enough to allow for a range of development scenarios while being responsive to community preferences.

## Background

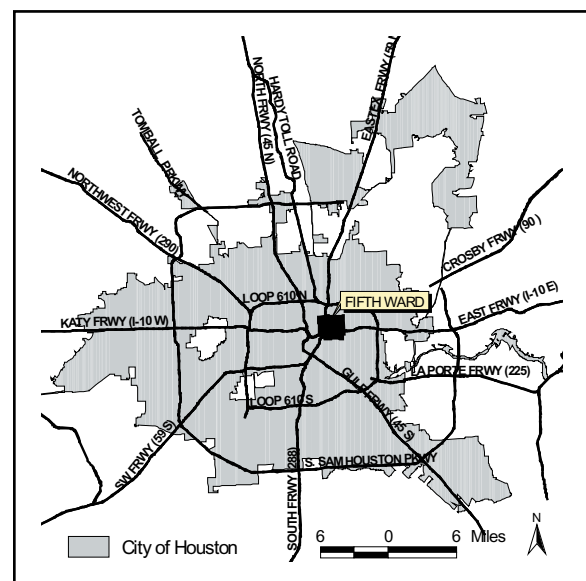
Houston City Council initially approved the creation of the Land Assemblage Redevelopment Authority (LARA) in October 1999 to oversee the redevelopment of tax delinquent property. LARA was formed by the City of Houston along with participation from Harris County and HISD. Harris County also represents the Houston Community College System and numerous other taxing entities. An interlocal agreement was signed by all taxing jurisdictions and became an active program in November 2003.

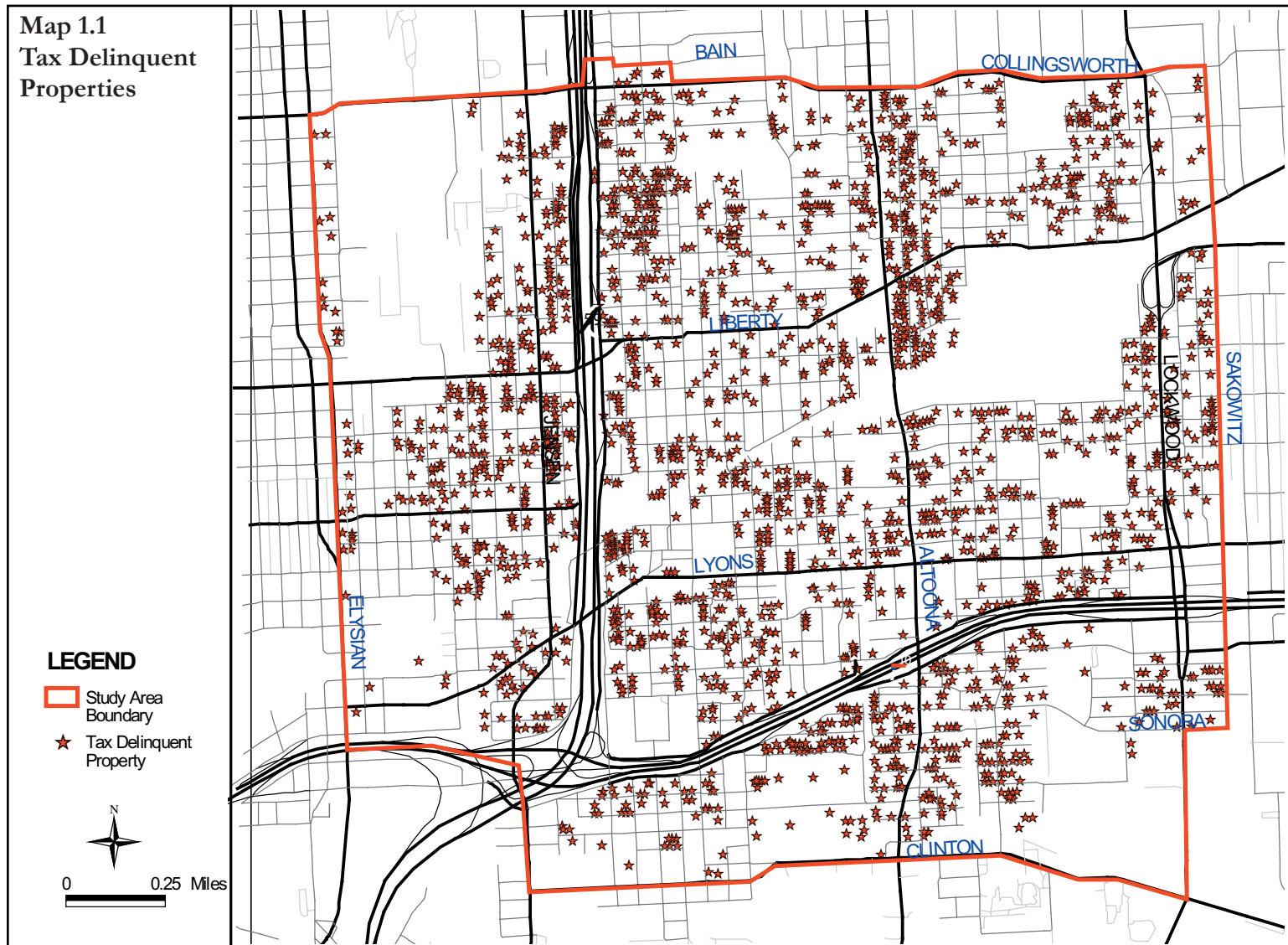
LARA obtains tax delinquent land through the foreclosure process and will convey that land to non-profit corporations

and others in developing affordable housing. LARA's charge is to solicit, review and select development proposals to build or rehabilitate affordable housing and other land uses consistent with neighborhood plans and City and County Joint Neighborhood Goals (See Appendix C).

## Study Area

The focus area included in the Fifth Ward Urban Redevelopment Plan is located just northeast of downtown Houston. The area is bound by Elysian to the west, Collingsworth to the north, Sakowitz to the east and Clinton Drive to the south. The targeted boundary covers approximately 2,739 acres and lies within the Greater Fifth Ward Super Neighborhood SN 55. Located near the center of Houston, Fifth Ward is within 10-15 minutes of downtown, the medical center, two major parks, the City's two newest sports stadiums, the Convention Center and several other major centers of economic development and entertainment.





## Community Analysis

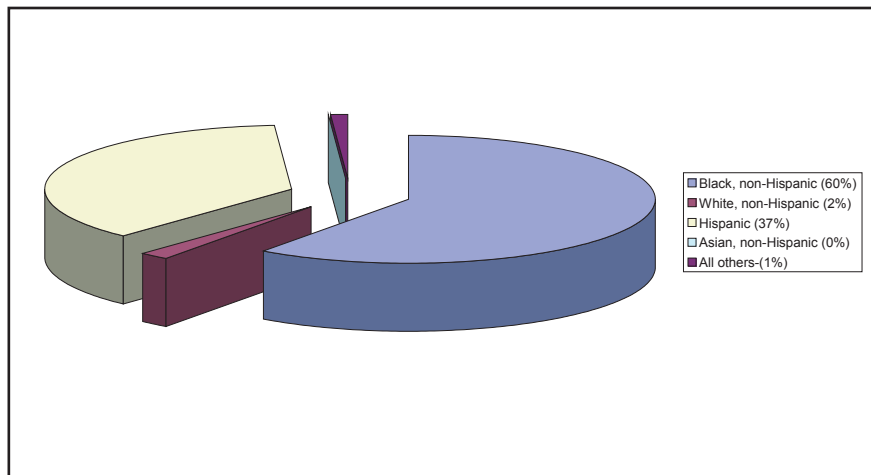
## Population/Age

Within the study area boundaries, the Census 2000 population was 21,640. Of these householders, 21% were between the ages of 15 and 25, 45% were between the ages of 35 and 59, and 34% were 60 years or older.

## Race/Ethnicity

Historically, Fifth Ward has been a predominately African-American community (79% in 1990). While African-Americans are still a majority, Hispanics have increased their presence dramatically since 1990 and now comprise 37% of the population.

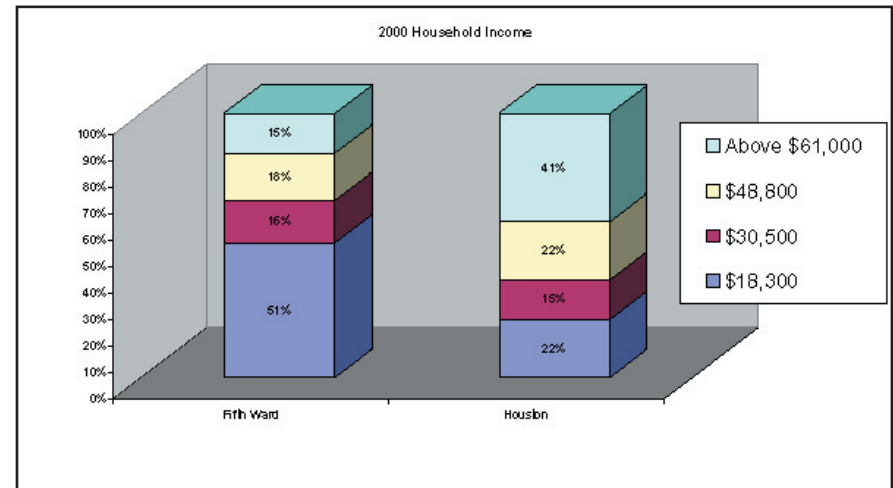
**Figure 1: Fifth Ward Ethnicity in 2000**



## Household Income

Fifth Ward incomes are relatively low compared to the citywide median family household income of \$48,800. The majority (51%) of residents in Fifth Ward have incomes less than \$18,300.

**Figure 2: Household Income 2000**



## Housing

Fifth Ward has an aging housing stock with relatively few new units built in recent years. Most residents in Fifth Ward are renters (67%). The majority of residents who do own homes are between the ages of 65 and 74. The vacancy rate is relatively high at 14 percent compared to the citywide figure of 8 percent.

- Permit data between 2000 and 2003 shows 154 properties were demolished while 91 permits were issued for new



## Fifth Ward Urban Redevelopment Plan

construction. See **Map 2.1 - Land Use and Permit Activity**.

- 8,420 units of housing are located in the Study Area. (See Map 2.1.) The majority of these homes were built between 1950-1959. Approximately 20% of housing units were built between 1940-1949.
- Seven percent of the housing stock lacks complete plumbing. This is higher than the city average of less than two percent.

### Land Use

Fifty-five percent (55%) of all lots in the study area are single-family. One-third of the lots (32%) are vacant. Multi-family, commercial and public/institutional land uses each represent 3 percent of the parcels. Industrial has the smallest percentage with only 2 percent of the number of parcels. See **Map 2.1 – Land Use and Permit Activity**.

### Property Value

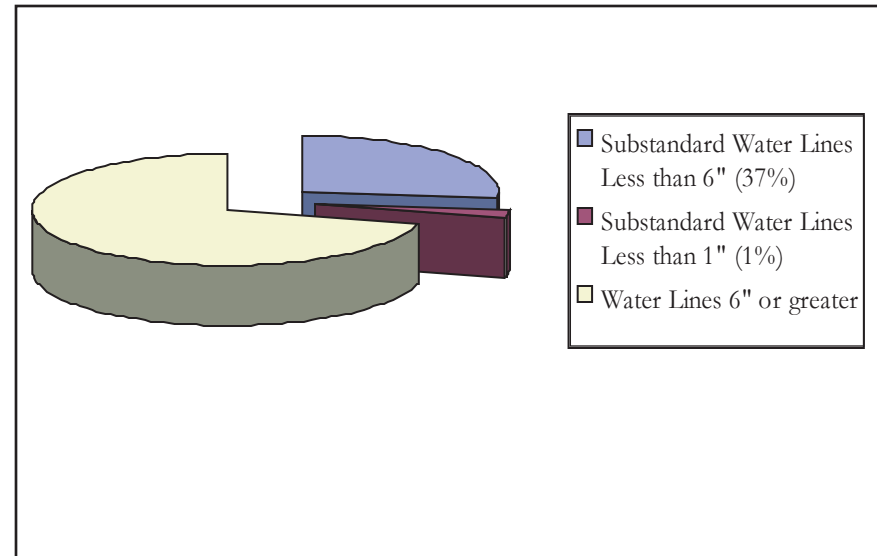
Property values in Fifth Ward are significantly lower than the rest of the city. See **Map 2.2 - Property Value**.

- Seventy-one percent (71%), or 6,428, of parcels are valued at less than \$25,000.
- Twenty-one percent (21%) of parcels are valued between \$25,000 - \$50,000.
- Only 8 percent of parcels are valued at \$50,000 or higher.
- The average single-family parcel size is 5,045 square feet.

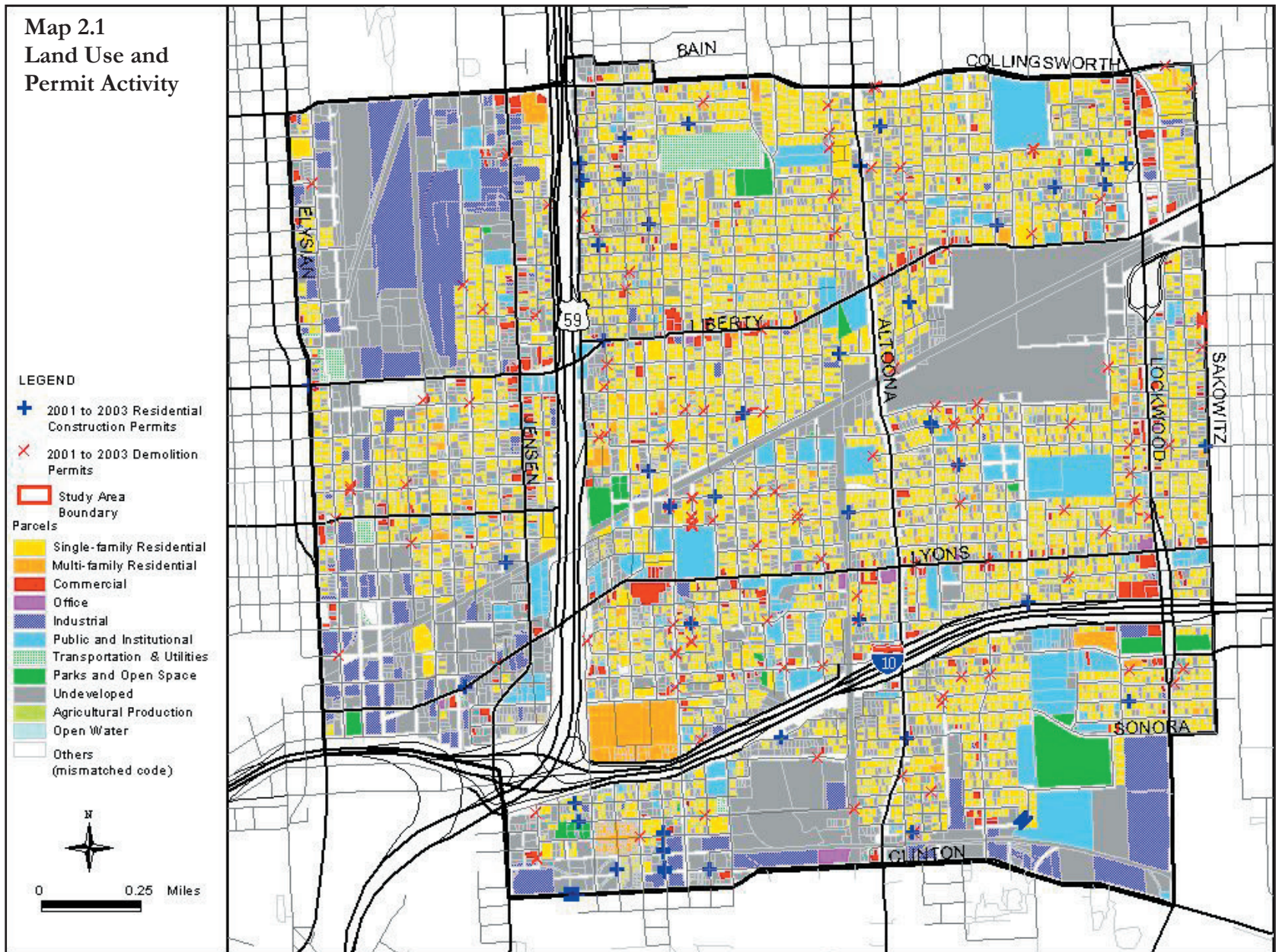
### Infrastructure

Thirty-seven percent of the water lines in the study area are less than 6 inches. Any size less than 6 inches is considered substandard for single-family residential development. Larger sized lines may be needed for medium density development.

**Figure 3: Fifth Ward Water Lines**

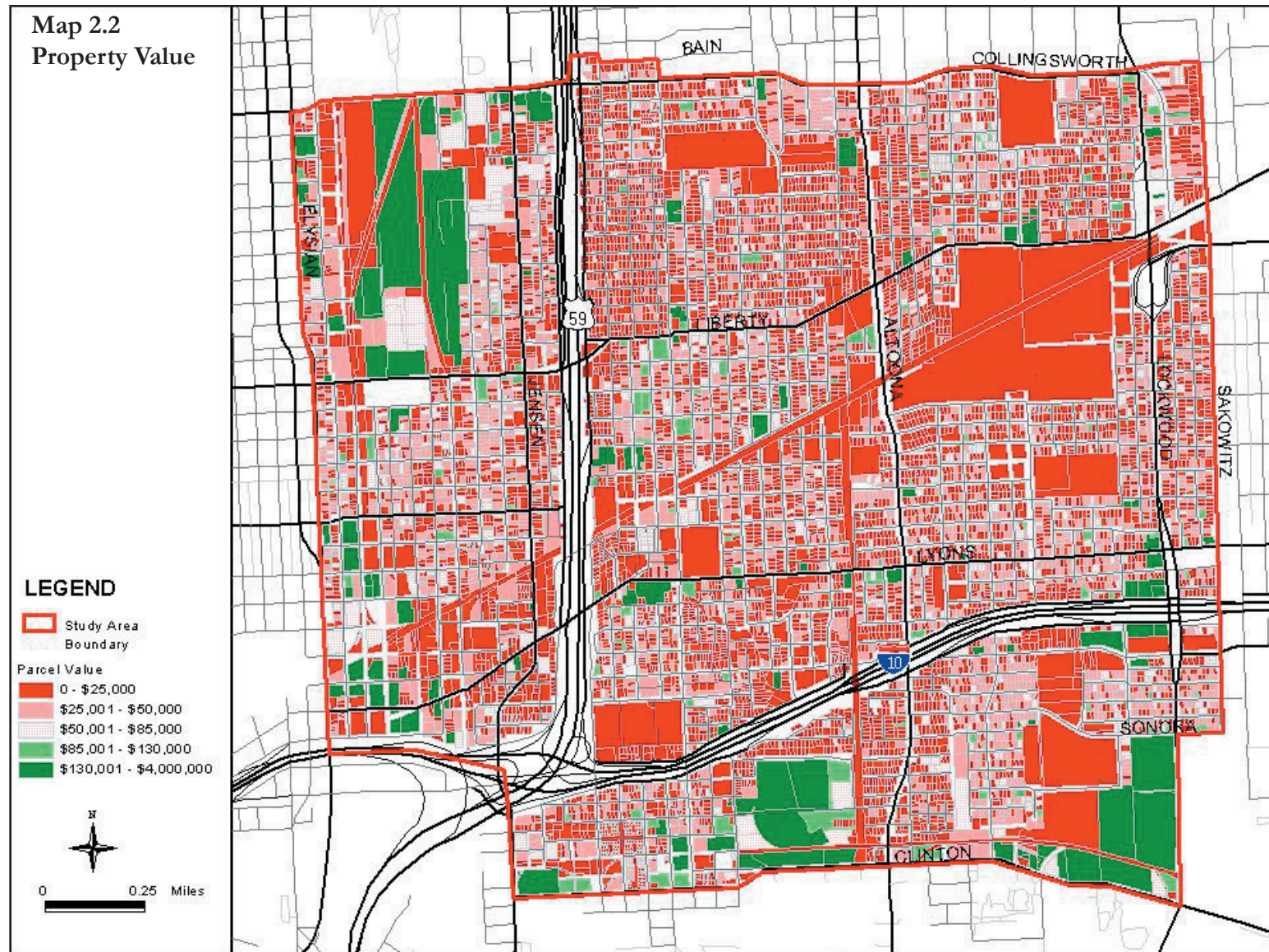


**Map 2.1**  
**Land Use and**  
**Permit Activity**

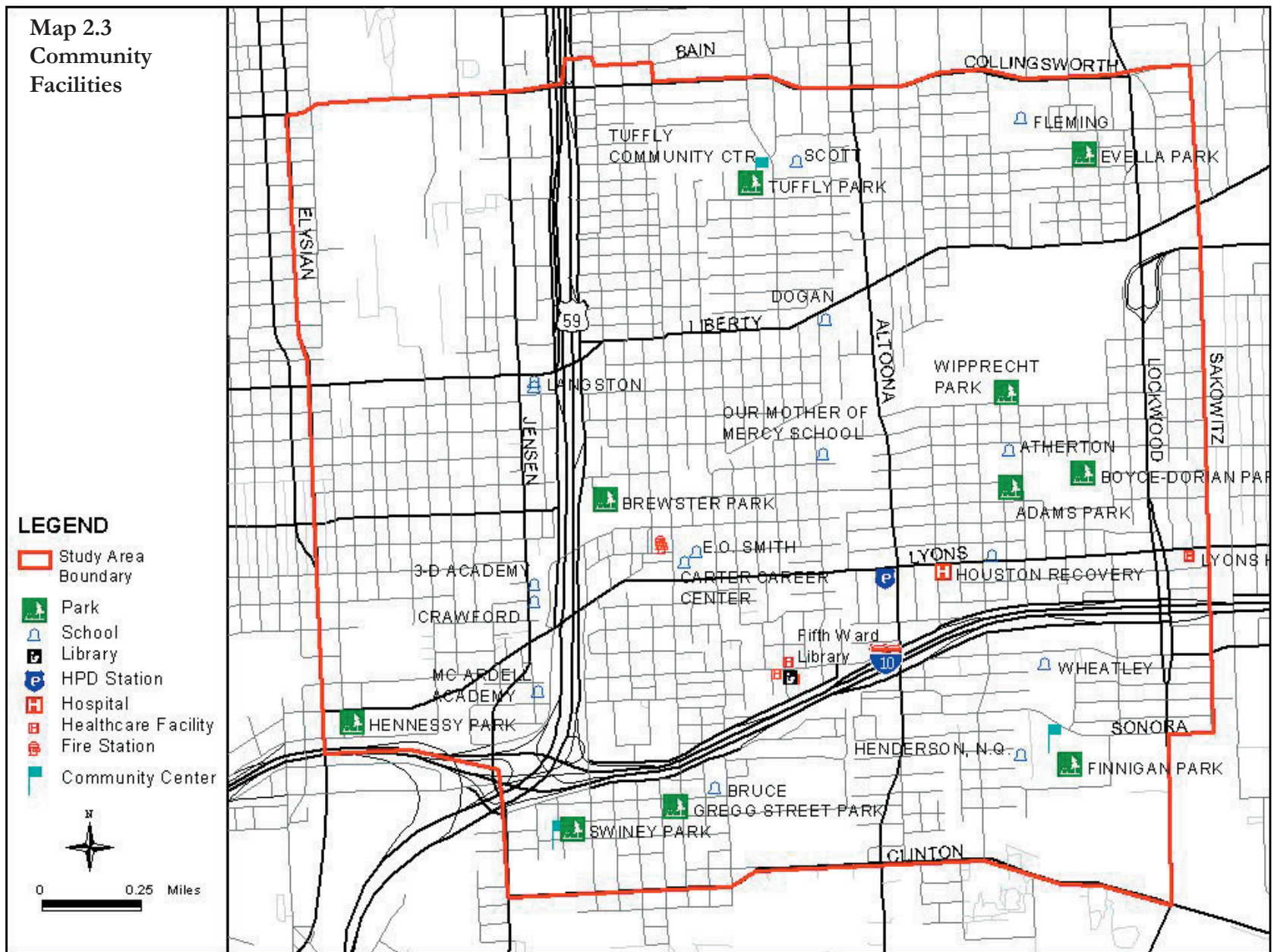




## Fifth Ward Urban Redevelopment Plan









## Fifth Ward Urban Redevelopment Plan

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*Fifth Ward Community Workshop*



*Community participants at Fifth Ward Workshop*

# Urban Redevelopment Plan

## Fifth Ward Urban Redevelopment Plan

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### Planning Process

Under the direction of the Land Assemblage Redevelopment Authority (LARA), the City of Houston Planning and Development Department (P&D) hosted a series of community workshops to develop an Urban Redevelopment Plan. The workshops were organized to educate attendees about affordable housing issues and to gather information about their community design preferences. A community preference survey was developed to gather and evaluate the community's preferences on design issues, such as density, setback, lot size, parking access, building materials, and income ranges. All design issues relate directly to the type of housing and other land uses the community would like to see developed in the community.

The Fifth Ward workshops were held at the Fifth Ward Multi-Service Center located at 4014 Market. To ensure as many community residents as possible could attend, P&D conducted three workshops. The workshops were held Saturday, June 26, Monday, July 26 and Saturday, October 23, 2004.

P&D staff utilized numerous venues to outreach to the community regarding the meetings. Notices were sent to community civic organizations, churches, and non-profits via mail-outs, poster/flyers, email, Internet, electronic news media, radio, television and newsprint. The LARA board members played an active role by distributing fliers, contacting organizations, distributing press releases and appearing on several radio programs. The offices of Council Member Carol Mims Galloway, District B, Council Member Adrian Garcia, District H, and all at-large Council Member offices were also recruited to further publicize the

workshops. This participation underscores the LARA board's belief that only a plan that is supported by the community can be successful.

At the first workshop, 50 community attendees listened as LARA board members and P&D staff discussed the creation of LARA and affordable housing issues. Approximately 90 attended the second workshop and 105 attended the third. A total of 81 completed surveys were collected from all workshops. The results collected from all surveys are documented in the following design preference and prototypical site development. Staff incorporated elements from existing community plans into the document as well. See the **Community Involvement and Existing Community Plans** section for a listing of those plans.

On Saturday, January 29, 2005, an open house workshop was held to allow the community to review the draft plan and make comments. One hundred twenty attended this session. The draft was also posted on the Planning and Development Department's website. LARA approved the plan on April 15, 2005.

### Community Involvement and Existing Community Plans

Over the past ten years, various community plans have been developed in the Fifth Ward to influence development in housing, economic development, safety, health and human services, parks and recreation, and infrastructure. These plans were developed for or by civic related non-profits, community development corporations, and religious based organizations. Below is a list of publications by the Planning and Development Department (P&D) or outside organizations independent of the City of Houston that were produced to influence and guide redevelopment activity.

- *Lyons Avenue Revitalization Plan*

The *Lyons Avenue Revitalization Plan* was produced in October 1996. It is an action plan designed to guide the revitalization of the Fifth Ward's Lyons Avenue corridor. It includes recommendations on how to make the corridor more attractive and convenient to use, how to bring back quality housing to the area, and how to encourage new retail while helping existing businesses. The plan was a joint effort between the Fifth Ward community and the City of Houston Planning and Development Department. The Department organized the effort at the request of the Fifth Ward Community Redevelopment Corporation (CRC).

- *A Fifth Ward Revitalization Strategies Plan (Western Sector)*

In April 2000, the *A Fifth Ward Revitalization Strategies Plan (Western Sector)* focused on stimulating revitalization of the western sector of Fifth Ward. The plan was initiated in 1995 as a result of a partnership between the Fifth Ward (western

sector) community and the City of Houston Planning and Development Department. The plan addressed several objectives including the development of a comprehensive housing strategy that included new single and multi-family housing as well as housing rehabilitation programs; creation of a strategy for commercial revitalization of Jensen Drive, Highway 59, Lyons Avenue and Lorraine Street; improvement of the area's infrastructure; creation of an urban beautification program; development of promotional programs to change public perception of the neighborhood; identification and promotion of educational programs; and, provision of health and social services treatment and educational programs.



*LARA board members discuss neighborhood redevelopment with community participants*



### Educational Component

As part of a grassroots effort to identify neighborhood preferences in revitalization through creating affordable housing on tax-delinquent properties, the Planning and Development Department conducted three community workshops and open houses in Summer and Fall 2004. Over 245 area residents, businesses, civic organizations, faith-based organizations and elected officials participated in this effort. The workshops accomplished two major goals:

#### (1) Creating a heightened awareness about affordable housing

The City of Houston Planning and Development staff led the discussion about defining “affordable housing” by focusing on income levels of families, percentage of income available for housing costs, and housing prices. In addition, the discussion explored how density of development affects affordability of housing and how individual design elements affect the walkability and image of a neighborhood.

#### Key points:

- Generally, a household spending more than 30 percent of gross income on housing costs is considered to have a “housing cost burden”.
- In 2004, annual median family income for a family of four in the City of Houston was \$61,000. U.S. Department of Housing and Urban Development establishes income thresholds that classify families as low income (80% of median income / \$48,800), very low-income (50% of median income / \$30,500), and extremely low-income (30% of median income / \$18,300). For a full listing, see Appendix B.

- Based on typical mortgage financing practices, the maximum housing price that low-income families can afford is \$130,000; very low-income families can afford a maximum of \$85,500; and, extremely low-income families can afford a maximum of \$50,000.

#### (2) Collecting preferences about neighborhood design

Planning and Development staff administered a survey (see Appendix A) to identify the community’s preferences in design as well as density of redevelopment in residential areas and commercial corridors. Over 80 participants expressed their preferences on:

##### 1. Land Use

- Single-family: One to three units per lot
- Multi-family: Four or more units per lot
- Mixed Use: Residential units and commercial units on the same lot. Commercial is often on the ground floor with residential units above.
- Commercial: Business activity per lot.

Density of development along commercial corridors:

- Medium density: Medium to small businesses along the major streets surrounded by several blocks of apartments/townhomes.
- High density: Mostly large to medium sized businesses along major streets surrounded by several residential blocks of apartments/townhomes.

### 2. Lot Size

- Low Density: 50-foot wide lots. About 5 units/acre, auto-oriented neighborhood with high development costs and housing prices.
- Medium Density: 25-foot wide lots. About 10 units/acre, pedestrian oriented neighborhood with reduced costs of development and lower housing prices.
- High Density: Less than 25-foot wide lots. About 20 units/acre, compact walkable neighborhood with significantly more housing units and reduced housing prices.

### 3. Setback

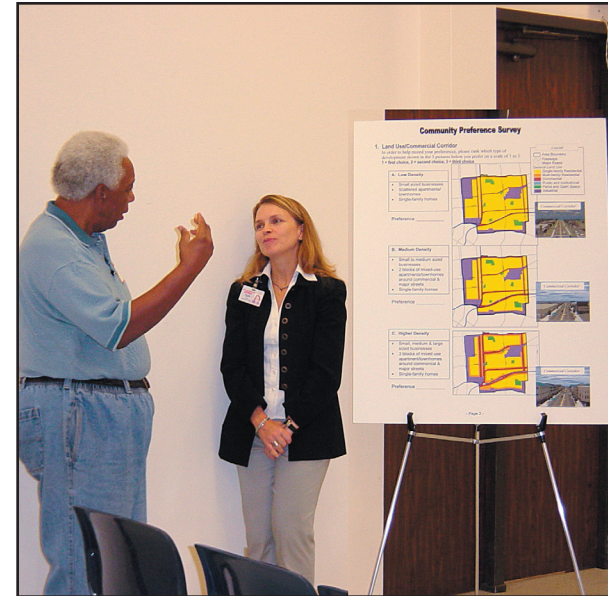
- 25-Foot: Suburban character
- 10-Foot: Mostly urban character
- 5-Foot: Urban character

### 4. Parking Access

- Front: Auto-dominated streets with frequent curb cuts along sidewalks and parking garages visible from the street.
- Side: Auto-oriented environment with a driveway and the garage to the rear of the property.
- Rear Alley: Pedestrian oriented streets with continuous sidewalks and enhanced walkability with parking accessible via an alley.

### 5. Building Materials

- Brick: Most expensive
- Tin: Moderately expensive
- Wood/Hardiplank: Least expensive



*Community participant asks questions about development*



*Staff responds to questions regarding development*

## Fifth Ward Urban Redevelopment Plan

### Design Preference Survey

A Community preference survey was administered during each public workshop conducted by the Planning and Development Department staff. These surveys were designed to provide insight into residents' and stakeholders' attitudes, opinions and perceptions about types of redevelopment.

The Planning and Development staff gave an educational presentation at each workshop that provided:

1. information about LARA's history and goals, and
2. an introduction to and explanation of design and redevelopment concepts, such as density, setback and the overall appearance of development.

The community was encouraged to answer the survey questions immediately after the presentations. Staff was available to answer questions related to the survey and provide assistance.

Over 240 people attended the three workshops. Eighty-one surveys were returned representing 33 percent of those in attendance. The survey presented various design scenarios related to different categories (land use, lot size, setback, parking access and building materials). Citizens were asked to rank each of the scenarios identifying their first, second and third choices. A copy of the survey and a summary of the results are included in **Appendix A**.





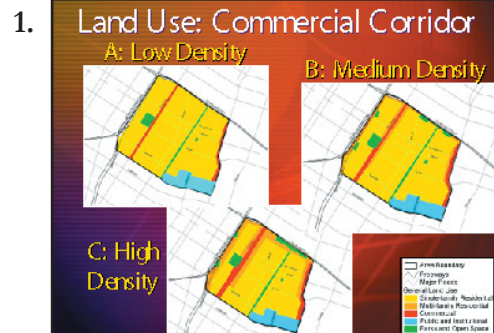
## Design Preference Survey Results

The following results were collected from all respondents based on the 81 surveys gathered from the three workshops. The community preferred:

- Medium density for overall land use
- Lot sizes that were 50-feet in width
- Setbacks that were 25-feet from the city right-of-way
- Parking garages that were located in the rear and accessed from the side
- Exterior siding composed of wood

After compiling the majority responses in each category, the staff designed a prototype based on the community's preferences. See the **Prototypical Site Development** section on page 21.

The actual percentages are as follows:



1A	1B	1C
36%	49%	15%

2.



2A	2B	2C
55%	38%	7%

3.



3A	3B	3C
45%	37%	17%



4.

Parking

A

Front



B

Side



C

Rear Public Alley



4A	4B	4C
36%	45%	20%

5.

Building Materials

A

Siding



B

Tin



C

Brick



5A	5B	5C
45%	18%	38%

## Prototypical Site Development

The prototypical site development is based on the first preference responses from the community preference surveys. One unusual aspect of the survey results is the community's selection of medium density for land use which is inconsistent with their other low density preferences (50-foot lot size, 25-foot setback and side parking). A medium density neighborhood would call for more townhouses, duplexes and/or apartments than single-family units and would use rear or front parking. A neighborhood made up mostly of 50-foot wide lots would tend to support a low-density neighborhood.

The prototypical land use design takes these aspects into consideration and translates these preferences into a visual map that displays more multi-family and commercial development along the Lyons, Liberty and Jensen major thoroughfares. See **Map 3.1 Prototypical Development Survey Preferences Land Use: Medium Density**. This allows the interior of neighborhoods to develop in a low-density style with the majority of lots developed as single-family units on 50-foot wide lots.

As the neighborhood continues to develop, housing on smaller than 50-foot wide lots could be built around the major corridors. This would include townhouses, patio homes, loft units, contemporary row houses, triplexes, quadraplexes, apartments or a combination of any number of these. This is represented on the land use map by the orange color. See **Map 3.1 Prototypical Development Survey Preferences Land Use: Medium Density**. Single-family units on 50-foot wide lots are represented on the land use map by the yellow color. Red represents commercial development located on major thoroughfares.

## 1. Land Use/Commercial Corridor: *Medium Density*

Medium density preference means small to medium sized businesses should develop along the Fifth Ward's main circulation corridors-Lyons, Liberty and Jensen Streets. Construction such as mixed use structures with ground level retail and upper level residential uses can provide cost-effective, affordable housing, increased security and increased density for a walkable environment for community residents.

Beyond the main circulation corridors, higher density multi-family residences (town homes and duplexes) should only be built within one to two blocks of the major thoroughfares. Beyond that, the area should remain primarily single-family homes.

New single-family homes should be compatible in scale, setback and exterior materials to the existing fabric of the neighborhood. The first preference of those surveyed was primarily single family homes on 50-foot wide lots with side access to a garage or carport at the rear of the property.

## 2. Lot size: *50-Foot wide*

A low-density neighborhood is made up mostly of 50-foot wide lots and would tend to be auto-oriented.

## 3. Setback: *25-Foot*

The front setbacks should offer an opportunity to create outdoor room, and encourage interaction between neighbors as well as adding to neighborhood security. Setbacks

## Fifth Ward Urban Redevelopment Plan

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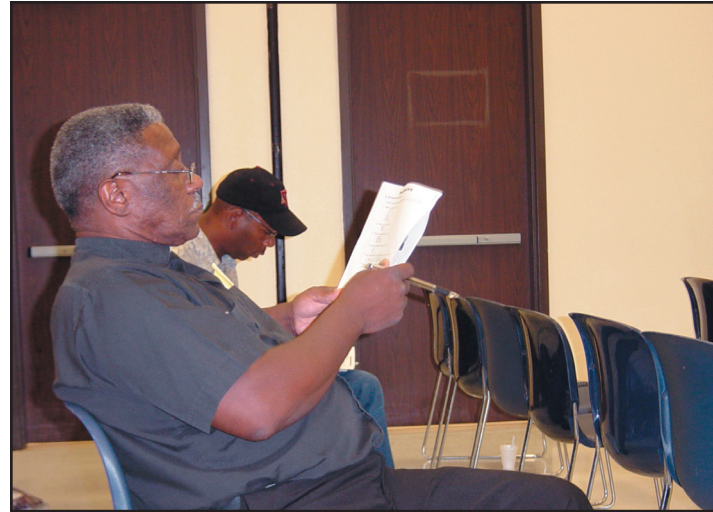
should remain consistent with the existing setback conditions in the Fifth Ward.

### 4. **Parking Access:** *Side Access*

Parking to the rear of the property with driveways on the side keeps car noise and maintenance behind the residence and is aesthetically appealing viewed from the street. The longer driveway, however, reduces the width, and therefore, the size in which the home may be constructed.

### 5. **Building Material:** *Wood Siding/Hardiplank*

New building designs should be built with materials compatible to the existing fabric of the neighborhood. Wood/Hardiplank is the preferred material for new and renovated residential structures.



*Fifth Ward Community Workshop Participants*

Map 3.1

# Prototypical Development Survey Preferences

Land Use: *Medium Density*

- Single-family Residential
- Multi-family Residential
- Commercial
- Public & Institutional
- Parks & Open Space
- Industrial





## Fifth Ward Urban Redevelopment Plan

### Map 3.2

#### Prototypical Development Survey Preferences:

These prototypical illustrations are developed from the first preference results of the community surveys. The community chose the following:

**Lot size: 50-Foot**

- \* Pedestrian oriented
- \* 50-foot wide lots
- \* 10 units per acre



**Setback: 25-Foot**

- \* Typical suburban
- \* Front and back yard

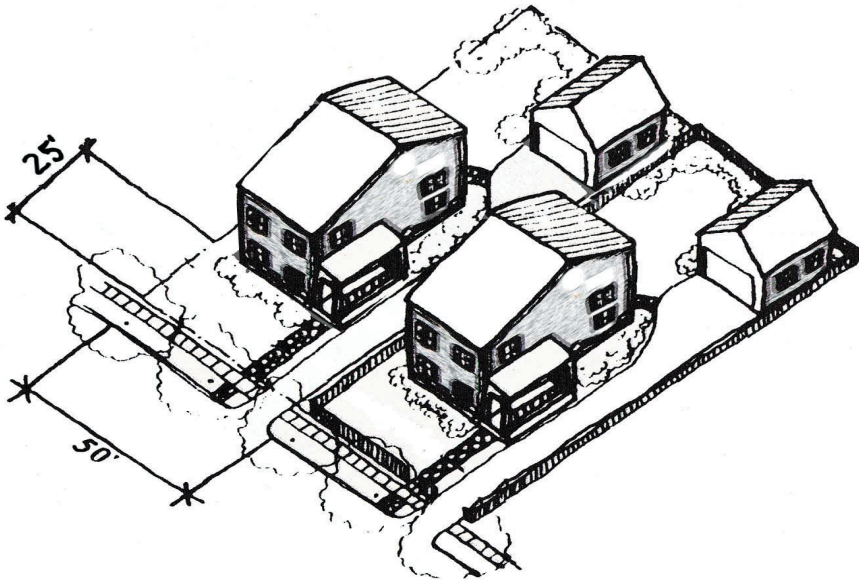


Illustration of typical site layout



**Parking Access: Side Access**

- \* Rear parking

**Building Material: Wood Siding**

- \* Low cost
- \* Compatible to existing buildings in the neighborhood
- \* Durable





# Appendices

# Appendix A

## Community Preference Survey

## Community Preference Survey

### EXAMPLE

In order to help record your preferences, please rank which type of development shown in the 3 pictures below you prefer on a scale of 1 to 3: **1 = first choice, 2 = second choice, 3 = third choice.**

#### A. Choice A

Preference 2

#### B. Choice B

Preference 1

#### C. Choice C

Preference 3

**Your  
Ranked  
Preferences**

## Community Preference Survey

### 1. Land Use/Commercial Corridor

In order to help record your preferences, please rank which type of development shown in the 3 pictures below you prefer on a scale of 1 to 3: **1 = first choice, 2 = second choice, 3 = third choice**

#### A. Low Density

- Small sized businesses
- Scattered apartments/townhomes
- Single-family homes

Preference \_\_\_\_\_

#### B. Medium Density

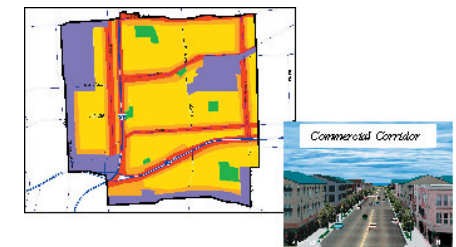
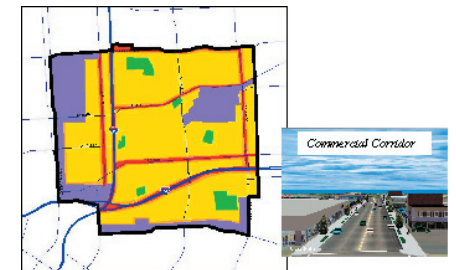
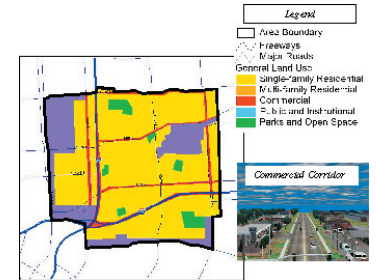
- Small to medium sized businesses
- 2 blocks of mixed-use apartments/townhomes around commercial & major streets
- Single-family homes

Preference \_\_\_\_\_

#### C. Higher Density

- Small, medium & large sized businesses
- 3 blocks of mixed-use apartments/townhomes around commercial & major streets
- Single-family homes

Preference \_\_\_\_\_





# Fifth Ward Urban Redevelopment Plan

## Community Preference Survey

### 2. Density/Lot Size

In order to help record your preferences, please rank which type of development shown in the 3 pictures below your prefer on a scale of 1 to 3: **1 = first choice, 2 = second choice, 3 = third choice**

#### A. Low Density

- Auto oriented
- Higher costs for development = higher housing price
- 5 units per acre

Preference \_\_\_\_\_



#### B. Medium Density

- Pedestrian oriented
- Two houses per lot reduces housing price
- 40 units per acre

Preference \_\_\_\_\_



#### C. Higher Density

- Substantially greater number of units
- More units = lower housing price
- 20 units per acre
- Compact walkable neighborhood

Preference \_\_\_\_\_



## Community Preference Survey

### 3. Setback

In order to help record your preferences, please rank which type of development shown in the 3 pictures below your prefer on a scale of 1 to 3: **1 = first choice, 2 = second choice, 3 = third choice**

#### A. 25' Building Line, Typical Suburban and/or Deed Restricted

Preference \_\_\_\_\_



#### B. 10' Building Line, 17' Front Loading Garage Access

Preference \_\_\_\_\_



#### C. 5' Reduced Building Line

Preference \_\_\_\_\_



## Community Preference Survey

### 4. Parking Access

In order to help record your preferences, please rank which type of development shown in the 3 pictures below you prefer on a scale of 1 to 3: 1 = first choice, 2 = second choice, 3 = third choice

#### A. Front Access

Preference \_\_\_\_\_



#### B. Side Access

Preference \_\_\_\_\_



#### C. Rear 20' Public Alley

Preference \_\_\_\_\_



## Community Preference Survey

### 5. Building Materials

In order to help record your preferences, please rank which type of development shown in the 3 pictures below you prefer on a scale of 1 to 3: 1 = first choice, 2 = second choice, 3 = third choice

#### A. Low Cost - Siding (Wood, Hardiplank)

Preference \_\_\_\_\_



#### B. Medium Cost - Tin

Preference \_\_\_\_\_



#### C. Highest Cost - Brick

Preference \_\_\_\_\_



## Fifth Ward Urban Redevelopment Plan

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### Community Preference Survey

#### 6. Community Income Mix

In order to help record your preferences, please identify if you would prefer each category to increase, stay the same or decrease by writing in “increase”, “same” or “decrease”.

% of Median Income	Income Level	2000 Percent of Fifth Ward Families	Future (Write in “Increase”, “Same”, or “Decrease”)
100% and above	\$61,000 and above	15%	
80%	\$48,800	18%	
50%	\$30,500	16%	
30%	\$18,300	51%	

#### 7. Comments

If needed, this section is provided to collect comments regarding the Community Preference Survey.

### Demographic Questions

1. What is the ZIP Code for your primary place of residence?

Enter ZIP Code \_\_\_\_\_

2. What is your age? (circle one)

- Under 23
- 23-35
- 36-50
- 51-64
- 65 and older

3. What is your gender? (circle one)

- Male
- Female

4. What is your marital status? (circle one)

- Married
- Single/Divorced
- Widowed/Widower

5. Do you have children under the age of 18? (circle one)

- Yes
- No

6. If you are or once were a Fifth Ward resident, how many years have you lived here?

\_\_\_\_\_ (enter number of years)

- Circle, if you were never a Fifth Ward resident



7. If you are not a Fifth Ward resident, are you interested in purchasing a home or renting in Fifth Ward? (circle one)
- Interested in purchasing a home in Fifth Ward
  - Interested in renting in Fifth Ward
  - Not interested in being a resident in Fifth Ward
8. If you are interested in purchasing a home in Fifth Ward, what price range are you considering purchasing? (circle one)
- \$130,000 or Above
  - \$85,000 – \$129,999
  - \$50,000 – \$84,999
  - \$49,999 or Below
9. If you are interested in renting, what price are you able/willing to pay?
- \$700 or Above
  - \$600 – \$699
  - \$400 – \$599
  - \$399 or Below
10. If employed or volunteer, what ZIP code do you work in?  
Enter ZIP Code \_\_\_\_\_
11. Are you a professional in architecture, planning, landscape design, real estate, development, sales/leasing, or property management? (circle one)
- Yes
  - No

# Appendix B

## Family Household Income Limits: 2004

**Table B.1**  
**Annual Family Household Income Limits: 2004**

<b>Family Size</b>	<b>30% Median (Extremely Low Income)</b>	<b>50% Median (Very Low Income)</b>	<b>80% Median (Low Income)</b>
1	\$12,800	\$21,350	\$34,150
2	\$14,650	\$24,400	\$39,050
3	\$16,450	\$27,450	\$43,900
4	\$18,300	\$30,500	\$48,800
5	\$19,750	\$32,950	\$52,700
6	\$21,250	\$35,400	\$56,600
7	\$22,700	\$37,800	\$60,500
8	\$24,150	\$40,250	\$64,400

**Table B.2**  
**Monthly Family Household Income Limits: 2004**

<b>Family Size</b>	<b>30% Median (Extremely Low Income)</b>	<b>50% Median (Very Low Income)</b>	<b>80% Median (Low Income)</b>
1	\$1,066	\$1,779	\$2,845
2	\$1,220	\$2,033	\$3,254
3	\$1,370	\$2,287	\$3,658
4	\$1,525	\$2,541	\$4,066
5	\$1,645	\$2,745	\$4,391
6	\$1,770	\$2,950	\$4,716
7	\$1,891	\$3,150	\$5,041
8	\$2,012	\$3,354	\$5,366



Appendix C

City of Houston and Harris County  
Joint Neighborhood Goals  
for  
Urban Redevelopment Projects

### **City of Houston and Harris County Joint Neighborhood Goals for Urban Redevelopment Projects**

The City of Houston (“the City”) and Harris County (the “County”) have agreed to jointly pursue urban redevelopment projects, such projects, on the City’s part, being a portion of the City’s overall plan for urban redevelopment. The land assemblage program is an important step toward City and County cooperative efforts. In order to ensure the effectiveness of the land assemblage program and direct the work of the Land Assemblage Redevelopment Authority (“Authority”), the City and County agree to certain goals for urban redevelopment projects associated with the Urban Redevelopment Interlocal Agreement (“Agreement”) to which this Exhibit is attached. These goals are herein identified as the Neighborhood Redevelopment Goals.

The overall objective of redevelopment projects in Houston is to assure the maintenance of quality neighborhoods through the revitalization of aging areas and the elimination of slums and blight in order to protect and enhance land values, achieve economic growth and redevelopment and ensure community stability. Redevelopment requires the improvement of critical elements in a neighborhood and the maintenance of those improvements through a sustained partnership of public and private investments. Urban redevelopment plans supporting redevelopment projects generally address a range of issues such as community support, economic development, infrastructure needs and affordable housing.

The key goals of plans include:

- To restrict the use of properties acquired by the Authority for the development of homes which are consistent with the neighborhood redevelopment plan.
- The Small Builder Developer Program – To assemble a cooperative effort between the Authority and single-family housing builders with limited means to strengthen the community’s resource of builders.
- To utilize foreclosed properties in addressing the affordable housing crisis following the flood resulting from Tropical Storm Allison
- Joint cooperation by the City and County to the Agreement in the implementation of redevelopment projects.
- Effective input from neighborhood representatives on the board in the creation and implementation of neighborhood urban redevelopment plans.
- Development of plans and programs that reflect a unified vision of a neighborhood.
- Recognition that neighborhoods in the city vary in their density, geography, history, tradition and demography and that Authority’s redevelopment plans should reflect the special character of a neighborhood.
- Creation of opportunities for the development of affordable single and multi-family housing for low and moderate income families, as established by current HUD pricing guidelines.
- Elimination of slums and blight and the stabilization and enhancement of property values in a neighborhood.

## Fifth Ward Urban Redevelopment Plan

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- Effective utilization of development tools and a range of public and private programs that together lead to comprehensive redevelopment of a neighborhood.
- Promotion of economic development in direct support of housing to ensure quality of life in revitalized neighborhoods, including institutional input and infrastructure, i.e. neighborhood stores, schools, parks and street improvements.
- Return to productive use of properties that are in long-term tax delinquency and unlikely to be developed, or otherwise maintained, in the absence of public redevelopment planning.
- Return to productive use of properties perceived as brownfields, where possible.
- Integration of neighborhood urban redevelopment plans with the City's Capital Improvements Program and community development block grant (CDBG) funding for projects.

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